

Official and Classified ADVERTISEMENTS

Continued from Page 15

PUBLIC NOTICE

NOTICE TO MARINERS ROCK DUMPING ON SHELL EXPRO'S GASLINE

Rock dumping on the St. Fergus/Brent gasline is being carried out by the vessels "Avelingen" and "Frans" and will continue for several weeks, depending on weather.

First location is pipeline chainage Km. 4.8 to Km. 6.3 which is equivalent to Decco main chain 6c green, D32.74 to D33.59 and purple H62.25 to H62.47. We anticipate completion of above section by the end of November 1977.

YORKSHIRE WATER AUTHORITY SALMON & FRESHWATER FISHERIES BYLAWS

NOTICE is hereby given that the following bylaws made by the Authority have been confirmed by the Minister of Agriculture, Fisheries and Food and will become operative on 20th November 1977.

1. Bylaws made on 2nd September 1977 re-defining the instruments which it is prohibited to use for taking salmon trout or freshwater fish, and the areas in which the use of drift nets is prohibited for taking salmon or migratory trout, in consequence bylaws 8 and 10 made in 1957 are revoked.
 2. Bylaw no. 7 made on 25th June 1978 requiring that any net carried in or used with a cable or other boat whilst fishing for salmon or migratory trout be licensed, with a label attached to the headrope, in consequence bylaws 12 and 13 made in 1957 are revoked.
- A copy of these bylaws may be seen at the Authority's office at Walsby Road, 87 Albion Street, Leeds, LS1 5AA. A copy will be furnished without charge to any applicant there and will be posted on receipt of a 7p stamp.
- DATED 8th November 1977
R. Harland Solicitor

NOTICE TO MARINERS

Rock dumping on St. Fergus/Brent Gasline will be carried out initially by vessel "Avelingen" supported by one or two other vessels and is planned to commence 1st October 1977.

First location is pipeline chainage Km. 4.8 to Km. 6.3 which is equivalent to Decco main chain 6c green D32.74 to D33.59 and purple H62.25 to H62.47. We anticipate completion of the above section within approximately one month of starting.

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Applications to: The Chairman, Co-ordinating Committee, National Fisheries Development, C/o Ministry of Natural Resources, Honiara, Solomon Islands.

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Applications to: The Chairman, Co-ordinating Committee, National Fisheries Development, C/o Ministry of Natural Resources, Honiara, Solomon Islands.

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Purser sold

The Tait family of Fraserburgh have sold their 89ft. purse seiner *Comrade* (right). She has been taken over by another Scottish skipper, Alex Wiseman of Gerdenshaw.

Another purser owned by the Tait family, the 107ft. *Challenge*, is also up for sale. These boats are being sold to make room for two new purses being built for the Tait family in Holland and Norway. Delivery is expected early next year.

fishing news

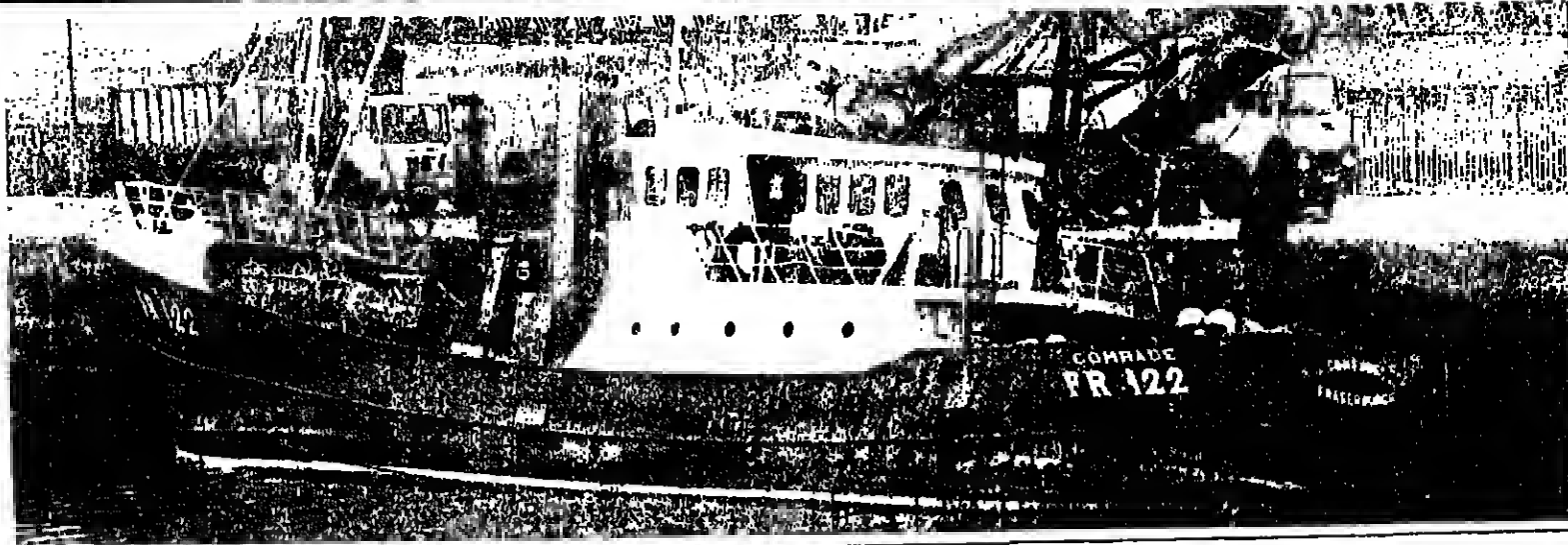
November 25, 1977

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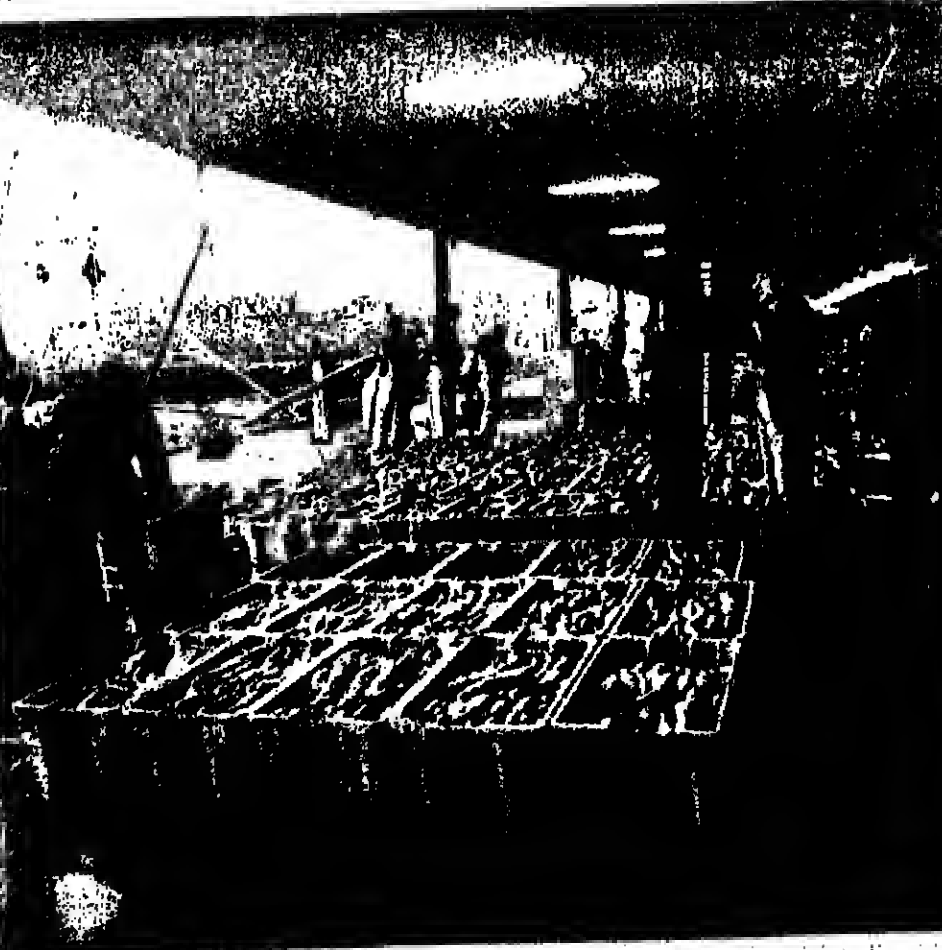
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DUBLIN PACT We fight together

UNITED WE STAND for a 50-mile exclusive limit. No variable zones, no quota regime! This was the message from a 'summit' meeting of seven British and Irish fishing organisations held in Dublin last weekend.

If Common Market agreement on fishing limits is not reached shortly, the governments of both countries would have to take unilateral protection to safeguard fish stocks. The final solution, this meeting decided, would have to be so exclusive 50-mile zone. This meeting was described as a "great step forward" by the chairman of the National Federation of Fishermen's Organisations, George Crawford. "We all had a common feeling", he said. The NFFO had a six-strong delegation in Dublin and George Crawford added that he had been particularly impressed with the "terrible performance" put up by Joey Murrin, chairman of the Irish Fishermen's Organisation. An alliance between the two nations in the Brussels negotiations next month is now on the cards. Irish fisheries minister Brian Lenihan told fishermen that, as a result of his recent talks with British minister John Silkin, a united Anglo-Irish front will be presented at the discussions. He said this would give both countries much more muscle in their fight. At the meeting were representatives from the Irish Fishermen's Organisation, Irish Fish Producers' Organisation, British Fishing Federation, National Federation of Fishermen's Organisations, Scottish Fishermen's Federation, Ulster Sea Fishermen's Association and the North Irish Sea Herring Trawlers' association. It was similar to one organised by IFO last year but, this time, the meeting was arranged by the Irish Sea Fisheries Board. Among those taking the floor during the discussion were: George Crawford (NFFO); Robert Campbell (USFO); Jonathan Watson Hall (BFF); Gilbert Buchan (SFF); and David Craig of the British Fishing Federation. Joey Murrin said that the fishing industry is merely marking time at present. In a private session of the meeting he added that the industry would have to be given a degree of certainty in order to attract investment and to develop. This could only come through exclusive limits controlled by the governments of Britain and Ireland. In the private session the fishermen forged common aims, programme "out" afterwards, they only issued a brief agreed statement. It said that fishermen welcomed the assurances of the Irish minister to "seek a 50-mile zone and they agreed both British and Irish ministers should agree on common aims and objectives to be pursued in the future."



Survey fee pay-back

AROUND £34,000 will be refunded to fishermen for DoT boat survey fees already paid.

The government decision to reduce the initial survey fee to the lowest level which has to be paid for re-survey of fishing vessels (*Fishing News*, November 11) will cost about £34,000 in lost income in the three financial years ending in April 1980.

Giving this information in a written reply on Tuesday, Stanley Clinton Davis, Under-Secretary for Trade, said that about £34,000 would be refunded to fishermen, mostly fees paid in earlier years.

Mr. Davis said: "There is no evidence of a reduction in departmental costs at a time when the cost-effectiveness of survey work has suffered from reluctance of owners to offer their vessels for survey. However, it is intended that, in future, the fees for surveys of fishing vessels should be refunded to fishermen, covering the costs involved."

He had been asked by Neville Trotter, (Co., Tyne) to what extent there had been a reduction in departmental costs relating to the surveys compared with original estimates and whether the survey would be self-financing.

Mr. Davis said: "There is no evidence of a reduction in departmental costs at a time when the cost-effectiveness of survey work has suffered from reluctance of owners to offer their vessels for survey. However, it is intended that, in future, the fees for surveys of fishing vessels should be refunded to fishermen, covering the costs involved."

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BIRDS EYE BEATS BAN ON ICELAND

ICELANDIC wet fish found its way back into Humberside fish factories early this week despite the nationwide ban on Icelandic trawler landings.

Birds Eye got around the ban by buying fresh cod landed from an unnamed Icelandic trawler at Ijmuiden in Holland.

It then transferred the fish, believed to be 18,500 stone, by road to Humberside where it was split evenly between the firm's Hull and Grimsby factories.

Icelandic wet fish was last

available at either port almost one year ago.

The operation was not entirely a new venture for Birds Eye, however. The company has been buying more and more Continental fish to meet the demand of its frozen food factories as local catches fell away.

Free

This is believed to be the first time Birds Eye has bought heavily from an Icelandic vessel during the ban.

Icelandic trawlers can land

freely on the Continent and have totted up sales worth hundreds of thousands of pounds this year. Most of the fish has gone to Germany.

As Humberside's fish supply situation is worsening, this is unlikely to be the last deal of its kind. The 'big boys' in fish processing are now having to look further than ever for supplies.

Merchants on the White Fish Authority export mission to Spain in September were on the look-out for cod and small supplies were believed to have been secured.

The first major casualty of

this winter's fish famine at Grimsby is the night shift at the Finckley factory in Orwell Street being axed.

Warning on mesh changes

A STRONG warning has been issued on impending changes in minimum mesh sizes.

While all the indications are that new regulations will push the minimum size up from 70 to 80 mm, this will be a "disaster", states George Crawford, chairman of the National Federation of Fishermen's Organisations.

"To move just one millimetre while industrial fishing is still going on could bring the industry to a standstill", says Mr. Crawford.

Whole fishing communities could be wiped out at a stroke, he adds.

Processors: more aid from the government?

THE GOVERNMENT are considering a scheme to compensate processors for under-use of equipment.

The scheme was submitted by the Herring Buyers' Association.

Employees made redundant would be eligible to benefit from the wide range of measures the Government introduced to cushion the effects of unemployment.

A CASE FOR MORE LOCAL CONTROLS

THE need for efficient local sea fisheries committees seems unlikely to diminish and may well increase with the introduction of new EEC regime.

That was among the conclusions submitted to the House of Commons trade and industry sub-committee inquiring into the fishing industry last week.

The evidence came from the Association of Sea Fisheries Committees on England and Wales representing the 12 committees which originally set up when limits were at three miles out. The Association referred to their having been stranded by history but said that the committees operated procedures of great value.

"Within whatever regime eventually results," said Mr. C. C. Lucas, the Chairman, in written evidence, "the Association believes that the Committees will have an important role to play incorporating the positive principles of locally-controlled inshore conservation and development, and of fishermen's participation in the formulation of regulations."

Licensing, which to be effective must imply limitation of effort, was certain to be applied one day down to individual vessel level and would almost certainly need local rather than central administration.

"EEC planning includes as yet unspecified proposals for the reservation of local fishing areas to local fleets, which have traditionally fished those areas — proposals which have clear local administrative needs."

Positive

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Lot for a little

SMALL catches earned high prices at Hull on Monday as bad weather and quotas hit the distant water fleet.

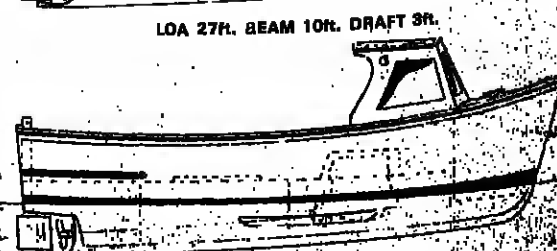
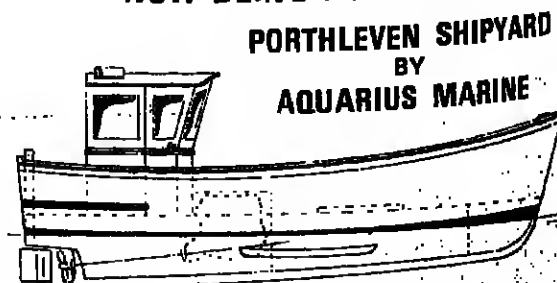
Two trawlers had a total of only 1,403 kits — and some of this fish had been caught in the North Sea.

BUT's Falstaff (Sk. A. Cubbison) returned from a 24-day trip to the White Sea and Beer Islands to gross £29,108 for 781 kits. Her codstuffs averaged £39.93 per kit.

Another BUT vessel, Kingston Peori (Sk. B. Turner), made £24,821 for 842 kits from a 28-day trip. Boston Deep Sea Fisheries'

North Sea seiner Vikingborg (Sk. P. Jensen) landed 188 kits (127 kits of haddock) worth £8,322 following a 12-day trip. Her haddock ranged from £37 to £50.

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Circulation:
Ann Dunsford
75-77 Ashgrove Road, Ashley
Down, Bristol BS7 9LW.
Tel: 0272 425111

Published weekly

Postal subscription rate:
£8 per annum
£8.50 overseas

Registered as a newspaper at
the Post Office.

110 FLEET STREET, LONDON EC4 3JL
Tel 01-353 8981, Telex: 211977

PANIC BUYING AS FAMINE GETS A GRIP

FISH merchants and processing factories reluctantly began to lay off workers at Grimsby last week when the port struggled through one of its worst-ever trading spells.

A total of only 9,558 kits was landed by the local fleet all week and, with overland supplies badly hit by the recent spate of gales, a fish famine developed which could cripple the port if it continues.

The timely arrival of four distant water trawlers accounting for 4,132 kits, one each day to the Thursday, prevented the markets from collapsing, although last Friday's tally of just 35 kits from the seiner Elio Grethe — thought to be Grimsby's smallest ever turnout for a normal working day in 121 years — created panic buying on Thursday's depleted market of 2,815 kits.

Prices shot up and top

quality Westerly cod touched a new high of £91 per 10-stone kit with ease.

One kit of exceptional quality actually changed hands for £97.50, while Beer Island cod from BUT's Vivaria (Sk. Roy Kurz) had a top line of £83 per kit, another record.

After a 21-day trip Vivario comfortably topped the weekly earnings list with a grossing of £47,141 from 1,077 kits. Runner-up was Ross Ramillies (Sk. Roy Pepper) on £44,168 from 1,221 kits, again largely codstuffs, after a long 27-day trip to the same grounds.

Middle water trips were all badly hit by gales on the Westcoast and the top tripper in this section was Con-Madrid, on her last trip before being withdrawn. She grossed £18,354 from 528 kits, including some fine cod.

The North Sea seiners also hit foul weather and only seven landed all week, plus just one pair team. This section of the fleet has propped up the local industry for much of the summer and, with these vessels now being laid up through the worst of the winter, the outlook is grim.

Highest

In addition to Grimsby's supply problems it was announced last week that almost 620 fishermen were registered as unemployed at the beginning of November.

A proportion of this figure is known to be inshore and seiner fishermen who cannot secure regular employment during the winter months because their vessels are laid up, but it is nevertheless one of the highest November figures ever recorded.

Now these numbers seem likely to be swelled by even more fishermen from the distant water fleet, because of the loss until January of Norwegian fishing. Also the hundreds of process workers who began collecting their cards last week.

Commenting on the situation a spokesman for the Grimsby Fish Merchants' Association told Fishing News: "The position is the worst we have ever known even worse than we feared it

would become a few months ago.

"Merchants are now desperate for fish, especially cod, and that is why we have been pressing for an arrangement to allow Icelandic wet-fish vessels back to Grimsby."

"The Association's nationwide delivery service is second to none, but it will not remain viable unless we have the wet fish supplies to justify it. Without transport Grimsby is sunk and everyone connected with the industry will be on the dole."

It was also confirmed that the Department of Employment was sending circulars to fish merchants laying down the guidelines for making staff redundant.

Dave Hewley, the district

officer representing the trawler officers who support the lumpers' action in banning Icelandic wet fish imports unless British trawlers are allowed back into the Icelandic fishing grounds, was publicly criticised by one of Grimsby's major fish merchants, Roland Drewery last week.

Folly

Mr. Drewery wondered if Mr. Hewley, "and those who think like him", wanted to see the complete end of Grimsby as a fishing port. He continued that it seemed a complete act of folly that the lumpers could be coerced into action which could "cut their

throats in the future" and that the housewife generally was only interested in buying fish she could afford and the source did not interest her one iota.

Another depressing rumour, as yet unconfirmed, was that the French trawlers from Lorient which have provided many useful catches

at Grimsby this year may move to other ports because they are able to pay lower landing charges elsewhere.

For the record, last Friday's all-time low of 35 kits attracted only handful of merchants and the fish, mostly codling, sold for £1,300. Situation at Fleetwood — page seven.



Dave Hewley — supports lumpers' action.

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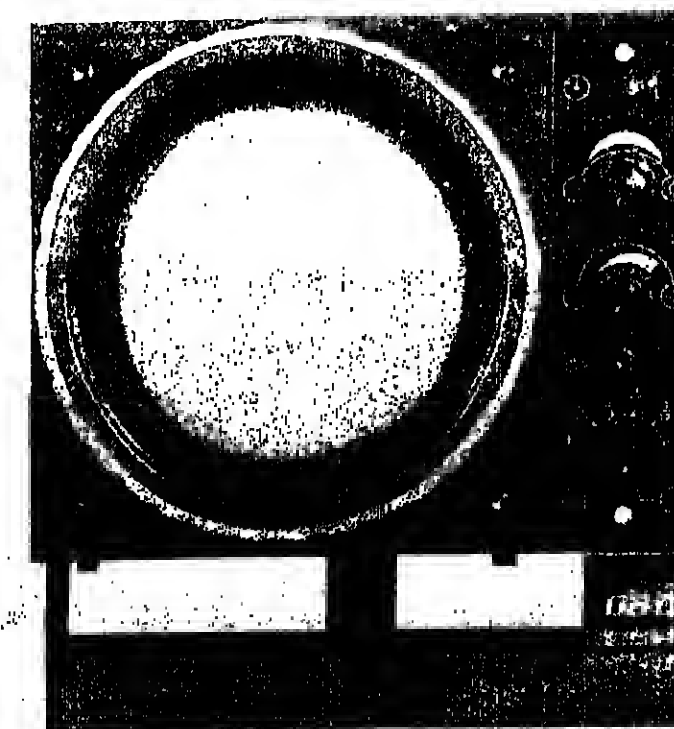
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Merchant ships herring

TWO THOUSAND barrels of herring and herring fillets were unloaded at Gt. Yarmouth last week.

They were shipped in from Labrador on the Dutch-registered ship *Leo Polaris* by Yarmouth fish merchant, William J. Burton Ltd. Its managing director, Lenard Lake, said they were "purely in transit."

The fish will be re-shipped to Mediterranean markets, Italy and Africa. It is the third load of Canadian herring to enter the port this year, in addition to a dozen or so container loads.

His firm had been shipping in supplies for three years.

Inquiry result

THE recent death of Cyril Smith (54), a sparehand aboard the Hull trawler *St. Joseph*, was due to natural causes — heart failure.

This was the outcome of a DoT inquiry at Hull last week conducted by Henry Wheatcroft.

Skipper Ernest Johnson said Mr. Smith was found collapsed in the crew's bathroom. Efforts to revive him were unsuccessful.

Sparehand Andrew Smith said Mr. Smith had complained of chest pains earlier in the day.

EEC STARTS 'RUSSIAN CONNECTION' PROBE

BRITISH boats supplying Russian factory ships off Cornwall have upset the EEC which has launched an investigation.

The Russians have been stopped from fishing in EEC waters, but they are still taking on catches from English and Scots boats based in the south-west for the mackerel season.

EEC Commissioner, Finn Olav Gundelach, told the European Parliament in Strasbourg that Russian fishing had stopped, but their motherships were still in EEC waters.

It remained a matter of concern to the Commission how they were being supplied. Was it by vessels flying the British flag supplying fish to the detriment of supplies for human consumption and for processing, thus affecting employment?

Jim Spicer, Conservative

SHEPHERD CASHES IN

SHEPHERD fishermen — although critical of Britain's membership of the EEC — have been quick in taking advantage of grants available from EEC funds.

According to the latest figures, Shepherd has had over £1 m. Six grants, totalling £257,268, have gone to the island of Whalsay for boats and one, of £28,832, to the port of Scalloway.

MP for West Dorset, was concerned that if Scottish boats and those from the north-east were taking fish in the south-west and feeding them to Russian trawlers, the mackerel there could face disaster as the North Sea herring had.

That drew a quick retort from Mrs. Winifred Ewing (Scot Nat. Moray and Nairn) who said she would treat Mr. Spicer's remarks with disdain because the major fleet — she presumably meant the Scots — was getting a rotten deal.

Mr. Spicer was blaming the Scots for a bit of poaching, while Mr. Gundelach was using their waters as a negotiating instrument.

Mr. Gundelach said the Scots had been given considerable preference.



Right: former Lowestoft skipper, Arthur Keable, and Mr. W. Ryan receive their Emile Robin Award from the Duke of Norfolk at the Fishmongers' Hall last week.

Skipper win awards for gallantry

MORE THAN 6,000 seamen and dependants have been assisted by the Shipwrecked Fisherman and Mariners' Royal Benevolent Society during the 17 months up to the end of May, it was said at the society's AGM last week.

Relief work has included immediate assistance to over 220 survivors from 36 vessels shipwrecked off British coasts.

The report adds that relief work has remained steady with perhaps a slight overall decrease in the number of assisted widows and also in people in need after shipwrecks.

However, in Scotland, it is a slightly different story. "Numbers requiring assistance are on the increase," said the society's travelling secretary, Lieut.-Commander F. Finlayson, RN.

There is also concern that once again several applicants have not sought help until too late.

age had sat in. The report, however, adds that everything is being done to inform such people of the help available if and when they need it.

The society's Emile Robin Awards for gallantry at sea were given to Scottish fishermen, Patar Wilson Hood, and his son of the lobster boat *Sterno* for rescuing the crew of the fishing vessel *Vigilant*. Former skipper Arthur Keable and Mr. W. Ryan, both of the Lowestoft stand-by vessel *Margaret Christina*, received an award for their part in saving the crew of the tug *Norman*.

Margaret Christina, owned by Dufford Enterprises, was near the platform Bravo on BP's West Sole field when distress rockets and radio distress signals were received.

from the tug eight miles away.

Skipper Keable took his vessel in gale force winds, snow showers and rough seas to the tug, manoeuvred alongside and picked up her crew of nine. He then stood by until the tug sank a few hours later.

Skipper Keable also rescued survivors from a helicopter which crashed into the North Sea last month. Mr. Keable is now retired.

The Duke of Norfolk, the society's new president, presented the Lowestoft men with their award, while a local presentation will be made to Skipper Hood and his son.

During the meeting at the Fishmongers' Hall, London, naval support for fisheries protection was reaffirmed by guest speaker Admiral Sir

David Williams, Commander-in-Chief of the Home Fleet.

Outlining the growing threat of foreign competition to Britain's fishing industry, the admiral commented: "The basic aim of the navy is to ensure within UK fishing limits that all fishing vessels play to the rules."

He mentioned the five new Arran-class vessels, along with seven minesweepers and nine other protection vessels, currently engaged in fisheries protection work.

Delay after long trip

A WORK-TO-RULE by shore gang workers at Hull fish dock delayed unloading the catch of Marr's distant water trawler *Westella* last week.

She landed a day late and realised £45,858 for 1,161 fish caught in a 27-day trip.

Skipper Taylor (St. P. Taylor) reacted last week to the docked state, her owners had to ask Skipper Taylor to stay out for another 24 hours. Unofficial action was preventing the movement of the vessel.

The delay meant the dock was without a landing by a trawler that day. She had to share the market with *BU's* *Rose Leonie* (St. P. Taylor) which was back from a 24-day Bear Island trip and processed 850,993 for 1,161 fish.

There were 26 trawlers arriving for the 24-day market, but the port had 700 boxes of fish sent overland from inshore ports.

OBITUARY

SKIPPER KEN HAMES

SKIPPER Ken Hames of Fleetwood has died at Bombay, Kenya, at the age of 56.

He had been working sailing as skipper of the former Grimsby trawler *Saxon Forward*, which has begun working from Kenya under the colours of Indian Ocean Fisheries.

Skipper Hames was born at Hull and came to Fleetwood in 1943. He gained his skipper's ticket in 1948 after he had completed war service with the Royal Navy. He sailed mostly for Boston Deep Sea Fisheries and commanded several of its vessels. He left fishing more than two years ago to take command of an oil survey vessel before sailing *Saxon Forward* out of Kenya.

He leaves a wife and two children.

Seiners iced for trips lay-up

ALMOST two-thirds of Grimsby's 120-strong fleet of anchor-seiners have now laid up for the traditional winter break and will not land until the new year. This will aggravate the port's low supply situation.

Fleetwood's gale havoc

SEVERAL Fleetwood ships had to delay their sailing a last week because of bad gales.

Floods hit the area and led to hundreds of homes being left underwater.

At the height of the tides boats moored at Jubilee Quay were almost level with the top of it. One experienced fisherman said he had never seen the water reach such a height.

WORLD'S LARGEST POWER BLOCK

A 56 IN. shaft diameter power block — claimed to be the largest in the world — has gone on show at the Fish Expo fishing show at Seattle, USA.

Manufactured by Seattle, which introduced the first power block in conjunction with inventor Mario Purdie in 1955, is building the block for tuna seiners.

The block has a maximum input of 250 hp and a pull of more than eight tons working at an oil pressure of 2,000 psi. Eight of these blocks, known as the model 56A, have been sold to tuna seiners. They will be able to handle the larger nets anticipated in the tuna industry in the next few years.

Oil spill: big fine warning

TRAWLER owners Boston Deep Sea Fisheries of Lowestoft have been fined £250 for discharging oil into the local trawl dock. The firm was warned that it could have been fined up to £50,000.

Ray Prior, the firm's manager, pleaded guilty on behalf of the company, which was ordered to pay £25 costs at Lowestoft magistrates court on Tuesday last week.

Sgt. David Linder, for the British Transport police, said that following a complaint about oil in the dock basin he found some spilled near the trawler *Boston Coronet*.

He spoke to a fitter who said he had been changing the engine and sump oil, emptying the old oil into 45-gallon drums on the deck.

When he went from the engine room to the deck to check the level in the drum, he found the oil had overflowed. He thought about 20-30 gallons had gone into the dock basin.

In a statement the fitter said it was usual to have two men involved in changing the oil. He had been on his own.

Mr. Prior said his company regretted the incident. It was a situation left to the commonsense of employees.

Told by the bench chairman, James Francis, that the company could be fined a maximum of £50,000, Mr. Prior said: "That would put us out of business."

this year, but the successions of south and north-westerly gales over the past fortnight forced most of these hopefuls to terminate operations for 1977.

Anchor-landing is a daylight only operation. In decent conditions at this time of the year a skipper is doing well to get in more than four, or five, hauls per day.

The remaining vessels in the fleet are all expected to cease fishing before the end of the month, although if there is a spell of decent weather a few may work into December.

A large number of skippers had hoped to put in at least one more trip

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fishing news talks to SFF vice president Gilbert Buchan

CFP — going nowhere slow

GILBERT BUCHAN MBE is a retired skipper and the most respected practical herring expert in Europe. At 65 he is now busier than ever. For, being vice-president of the Scottish Fishermen's Federation, he has been commuting between Luxembourg, Brussels, London and Edinburgh to advise government ministers on the all-important talks to secure a workable Common Fisheries Policy. He lives in a traditional fisherman's cottage at Inverallochy, near Fraserburgh, Scotland.

FN How do you view the present state of play in the CFP re-negotiations?

GB In spite of considerable effort the politicians have not made much progress — before I would have said we were going nowhere fast, now we are going nowhere slow.

I cannot see any possibility

of an agreed, foreseeable, and I think that we are coming to this as fast as we can.

We seem to be in a country where the conversation seems to be simply for the opposition to continue to raise. Politically, the politicians are fighting hard. My only point is that they will not be able to do other political considerations.

FN How do you continue to take such a hard line?

GB I see no reason why I cannot discuss the problem with the strength of the business. Remember

Gilbert Buchan has been visiting to the Common Fisheries Policy with Roddy McGeorge, West of Scotland, chairman of the Conservative Group.

fisheries commissioner) accepted that the Common Fisheries Policy on entry was wrong, so much so that he feels it was a disaster and resulted in the withdrawal of Norway from the negotiations.

At this time the fishermen's representatives are discussing a policy at a much higher level than ever before — because of this involvement we see the difficulty of the fight. One or two (if you include Ireland) against the rest.

However, I would argue that it is because of this heavy weight of other nations fighting against our principles that the UK Government should be even more determined and resolute in their fight.

FN Given a favourable allocation of quotas, are you prepared to concede the 50-mile limit fight?

GB No. As a short-term interim measure we may have to agree to quota management by the EEC. Having said this we will only agree to that interim measure if the allocation is in the correct proportion. In other words we supply 65% of the ground and therefore it must be logical that we get at least 65% of the quota. Possibly this in itself will not be enough — for example if the TAC of haddock is up to 100,000 tons, 60,000 tons will not be sufficient for the UK.

Mackerel could be the only viable stock left. Therefore, with proper conservation measures, it could be the means of our survival — but with less encroachment.

I am still convinced, however, that it is only by coastal control and management that any quota system can work.

FN How do you see effective management control?

GB This can only be achieved by a combination of licensing and quotas. Having said this how do you allocate licenses? It's an impossible task. Attempts at licensing have failed. Communities become divided as any such allocation must favour some at the expense of others.

Licenses must be issued on a non-discriminatory basis with the power of withdrawal vested in the coastal state. Some have talked about compensation. This will not work. No fisherman will sell his birthright for a mess of pottage — once sold it cannot be bought back. The industry must devise a basic plan for the future. Without such a plan the fish will survive and the rest will disappear. We must look to the future and fish on a survival basis. Conservation will have its greatest reward — future generations of fishermen.

Without conservation there will be no seabed and we will have lost some of our most precious assets both in food production and community life.

We must learn from the past. After the First World War one-third of the population left my village because of poverty. Those that remained

faced a challenge. Life was hard but they didn't know any other. The community was close and a spirit developed whereby people helped each other. There was no easy access to the outside world — but there was happiness and satisfaction of a job well done.

Today the problems are greater. Increased material wealth has been deserved and can be accredited to our forebears. This challenge is greater, but if we face it with the same resolve we will emerge an even greater race.

FN Do you see conflict between the deep-sea and inshore industry over reciprocal deals, quotas, licences etc?

GB The principles of the deep-sea and inshore industries are diverse but, somehow, we must try to resolve our problems. However, when it comes to reciprocity we demand that this is done on the historic basis i.e. inshore reciprocity for inshore vessels.

If this does not transpire, we would have to return to an inward thinking stance of exclusive limits meaning total exclusion. I think our present stance of 50-mile exclusive management limit has evolved logically, naturally and with commonsense.

Our men have conceded in certain policy areas to show goodwill to Government and deep-sea interests alike, but they will go no further.

When we talk at negotiations and discussions about our industry we are meaning more than just fishing boats and profits. We are talking about communities and about history. Naturally the deep-sea interests take some of these factors into consideration but, when it comes to the crunch, the balance sheet dictates their strategy.

It will be easier for the trawling companies to allocate licenses to vessels than it will be for us. They can make across-the-board decisions on so inter-company basis whereas we represent individual skipper-owners who have their own interests to fight for.

In the past my relationships with the deep-sea trawling companies have been extremely cordial and I think they understand that we will not be pushed around.

Irish changes

NEWS from the Irish boatbuilding industry is included in a special two-part feature on Ireland being published by our sister journal, *Fishing News International*.

Part one, which appears this month, deals with the problems and opportunities facing Irish fishermen as they struggle for a 50-mile exclusive limit.

In the December issue, *FNI* looks at the road towards a 50-mile limit. The article is by John

50
years ago

... Recalling some of the stories which appeared in our columns this week 50 years ago.

NOVEMBER 26, 1927

FAMILIES could be wiped out as fathers, sons, brothers and cousins form herring boat crews.

STORMS carry away 20,000,000 oysters from Bay of Biscay beds.

ZULU herring boat *Alaska* wrecked off Gouidon, Scotland, on trip from Lowestoft to Medford. All her nine crew are lost.

HASTINGS fish market to be demolished to make way for tramway.

STEAM drifters gross an average £750 for East Anglian herring season; motor drifters average around £300.

KIPPERING season gets underway at Oban.

TWO Consolidated Fisheries trawlers collide in the River Humber; the new trawler *Gunner* has her port bow plates torn open.

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ACT BEFORE IT'S TOO LATE SAYS FISHIERS

FISH AND CHIP traders led a "united we stand" delegation to Westminster last week to confront MPs with the desperate state of the country's fried fish industry.

Faced with the fact that at least one fish shop is closing every day — 4,000 have shut in the last 12 years — the National Federation of Fish Friers and the Confederation of Fried Fish Caterers' Association formed a common front against government inaction in forming fisheries policy.

"This is a new way of thinking," said lobby organiser Doug Smith of the Take-Away Food Federation. "It's the start and not the end."

Mr. Smith added that the delegation represented the widest combination of fish interests ever seen in Parliament: catching, processing and retailing. It is up to the fishmongers and friers to move as they are the people who had to bear the brunt of public opinion. "It's the fishmonger's word that counts," said Mr. Smith. Speaking for the delegation, Brian Parker, former president of COFFCA, said: "This is an ongoing thing — if we tell ministers that we'll be back in January or February and ask what have you done, let's hope they'll be asking the questions and not us."

Mr. Parker read out an official statement to MPs: "This meeting is called to express our alarm at the lengthy, protracted talks on fishing limits and conservation and the outlook of no immediate solution, also the lack of all political parties to publish a positive fishing policy."

"We want to work — we are not the militant big-mouthed bullies who catch all the headlines and the ears of the MPs."

"We urge all MPs to ask the following questions now, not next spring or June '78 suggested by the minister, for by then it will be too late for many of us."

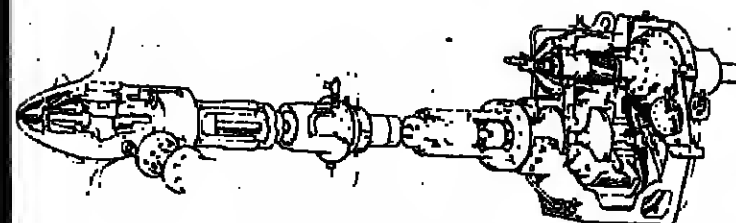
Five lines of action were listed, including an immediate declaration of a 50-mile limit, immediate drawing up of



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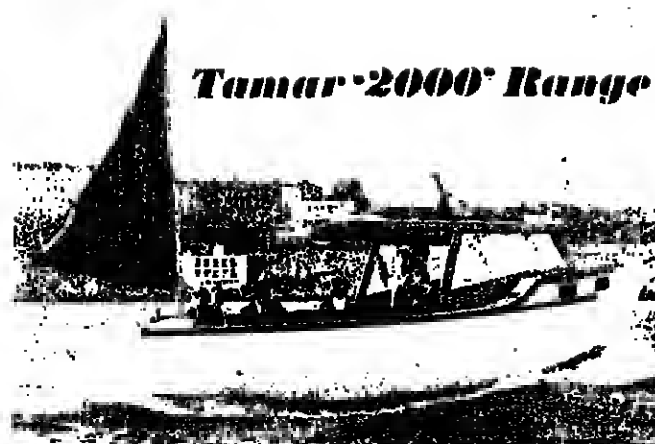
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 Secretary: J. C. Lewis Esq., O.B.E., J.P., F.C.I.B.

Catching sharks in Britain

"I USED TO be successful setting lines for school sharks off the coast of New South Wales.

"Please let me know what kinds of shark frequent British waters; which (if any) are caught by commercial fishermen and how; and where shark flesh, livers and other products are marketed.

■ Smallest sharks around Britain are smooth hound; nurse hound or large or greater spotted dogfish or bull huss; rough hound or small or lesser spotted dog or huss; and the spur dogfish or piked dog because it has a sharp spur or pike in front of each dorsal fin.

Smooth hound sharks up to 6 ft. long are found all around the coast; nurse hounds up to 8 ft. long are found all around the coast; nurse hounds up to 5 ft. long over rock bottom in fairly deep water; rough hounds up to 3 ft. long over sand bottom in shallow water; and spur dogs anywhere in the Channel, North Sea, Irish Sea and around the Irish coast.

All four species of dogfish are caught in commercial quantities with long, or set, lines.

They are also caught — unintentionally — in trawls and other set nets when they are robbing them of fish.

A stock of spur dogs which inhabits an area from the west coast of Scotland to the Norwegian coast is exploited by Grimsby trawlers as well as Norwegian longliners.

Many dogfish caught by longliners and trawlers are landed in Grimsby where there is a ready market.

Most fishing ports also deal in another shark species which grows up to 8 ft. long and is caught on lines or in trawls, known as a monk or angel fish.

Tope is found all around the British Isles as far as 60 deg. north. It grows to about 9 ft. long and weighs up to 80 lb., but the majority taken are between 4 and 6 ft. long weighing between 20 and 50 lb.

They are caught by anglers with lines and one or two hooks baited with whole mackerel, whiting or squid, and sometimes on longlines end in nets. Tope are edible and sold for human consumption abroad but usually go for pet food in the UK.

In summer, blue and porbeagle sharks up to about 300 lb. visit the south and west coasts of England and Ireland in substantial numbers. They are of little commercial interest to professional fishermen apart from those chartering their boats for game fishing.

Mako sharks also visit the same areas occasionally and breather sharks have been captured off the coasts of Northumberland, Suffolk, Kent, Cornwall and Donegal. Sightings of hammerhead sharks have been recorded occasionally but basking sharks are the only ones

ANY QUESTIONS?
 IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

John Burgess' Log



worth pursuing for profit in British waters.

Basking sharks are harpooned off the west coast of Ireland, in the Minches and off the Shetland Islands. One specimen taken near the Shetlands weighed as much as 8,000 lb.

The only concern I know taking shark products such as hides, fins, jaws and teeth in addition to flesh and liver oil is Shark World International, 3000 Biscayne Boulevard, Miami, Florida, USA.

If you want to catch sharks other than dogfish, the firm will provide free instructions on skinning sharks, preparing fins, etc.

Pumps to suit DoT

"WE HAVE BOUGHT an old Scottish wooden MFV to catch fish for our own daily requirements, for smoking and deep freezing.

"At present she is fitted with a bilge pump driven by a belt off the engine, and a hand pump.

"The bilge pump is almost worn out and needs replacing. "Although we will not be fishing commercially and the boat will be de-registered, we want to fit a pump or pumps, which are D.O.T. approved for registered fishing vessels of the same size — 52 ft.

"What are the official requirements and where can we get approved pumps?"
 ■ The Fishing Vessels (Safety Provisions) Rules 1975 require vessels between 15 and 20 metres registered length to carry not less than two bilge pumps with a total capacity of not less than 275 litres per minute.

At least one pump has to be a power pump with a minimum capacity of 140 litres per minute. If two power pumps are fitted, each must be independently driven.

You may also fit a bilge ejector in combination with a power-driven pump as a substitute for one power-driven bilge pump.

A general service pump of sufficient capacity may be used as an independent bilge pump. Where more than one pump is installed, one of the bilge pumps must be self-priming.

Hand-operated bilge pumps must be either rotary, semi-rotary or lever-operated and shall be operable from the deck. They must be arranged so that the bucket and tail valve can be withdrawn for examination and overhaul at all times.

Beyond this, you will need to fit one self-priming power pump of an approved type. It could probably be driven from the same take-off as the pump which it replaces. If, for example, capacity of your hand-operated pump is 50 litres a minute, its capacity would have to be 225 litres

a minute to bring total capacity up to 275.

You can get such pumps from Gilbert Gilkes and Gordon Ltd., Kendal, Cumbria. I have had one of the company's Gilmecc 'M' series pumps in my boat for five years and could not wish for a more efficient and dependable disposer of bilgewater.

Gilmecc 'M' series pumps are descendants of a long series of GGG and Gilkes pumps.

Advantages are that they

MEET THE WORKERS

Moulded by specialists under approval conditions to work under tough conditions.

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W. S. BARCHARD & SON LTD
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 Tel: HULL 6222, 6223 (5 lines) Telex 15222

November 25, 1977

are fully self-priming, cannot air-lock, require no foot valve and will handle air and water simultaneously. Flow is steady and non-pulsating, and high heads can be maintained with them at relatively low shaft speeds.

Their internal components resist corrosion as they are made of specially selected bronze and stainless steel. They will not wear out as the pumps operate without metallic contact.

They are fitted with easily accessible, large-capacity bearing lubricators and are consequently simple to maintain.

From 1932 to 1984 pumps made by the company were known as GGG pumps. Then a new range followed, based on the GGG pumps but incorporating a mechanical seal instead of gland packing.

Known as the Gilmecc range, it comprised air basic sizes with capacities of up to 240 gallons a minute, at heads of up to 100 ft.

Gilmecc 'M' series pumps, introduced in 1972, incorporate the well-tried mechanical running gear of Gilmecc pumps and have a number of common hydraulic components.

November 25, 1977

Scad—an alternative mackerel resource

TRAWLERS searching for another quarry after being hit by the new mackerel fishing quotas could try the scad or horse mackerel. This home-water stock of this species is formed of dense overwintering shoals similar to mackerel.

A report on horse mackerel (*Trachurus trachurus*) has just been released by the MAF's Fisheries Laboratory at Lowestoft.

At first glance the prospects for an extensive fishery seem limited as the UK market is for fish meal.

Our best catch has only topped 1,000 tons in one year. But this report points out that Mediterranean countries buy the species fresh for human consumption, while Russian factory ships freeze the body and turn the large head and gills into fish meal.

Their backs are blue-grey with greenish tints, the flanks are silvery and the belly white.

Shoals are found along the edge of the continental shelf and in localised coastal waters such as off Start Point and Beachy Head. Spawning starts in the spring and the shoals then begin to disperse.

The report carries maps of spawning distribution and shoal concentrations.

After one year's growth the fish are about 10 cm long and recognisable as horse mackerel; in the second year they reach 20 cm. and their diet changes from zooplankton to include a greater proportion of other smaller fish. The majority spawn for the first time when they are three or four years old.

The horse mackerel has a head about one-third of its total length and, in British

The report details the fish's

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Traditional Built 38 foot T.S. M.F.V. Constructed of Iroko Frames, Keel, Planking Etc. All Galvanised fixings.



The horse mackerel or scad. This fish is 30 cm. (about 1 ft.) long.

annual fat cycle, also when they start to put on weight rapidly rather than length.

This comes when the fish reaches around 30 cm (about 1 ft.), but they seldom match the size of jumbo mackerel found in the south-west and Scottish mackerel fisheries.

Countries fishing horse mackerel include: the USSR, Portugal, Spain, South Africa, France and Norway, apart from the UK.

Since the mid-1960s, catches from Biscay and west of Portugal have declined, while the take west of Britain, in the English Channel and in the North Sea have increased ten-fold.

Catch rate details are scanty. Information from French, Spanish and Russian vessels is quoted, plus experience aboard the British fisheries research vessels *Cirolann*, *Ernest Holt* and *Corella*.

On commercial vessels,

handling the fish in bulk may require crew members going into the hold to trim the catch and ensure even distribution of the load. This problem may be minimised if the fish are pumped aboard and it is certainly eased if they are pumped ashore.

"Horse Mackerel is available free from: Lowestoft Fisheries Laboratory, Lowestoft, Suffolk.

Large numbers of horse mackerel occurring as a by-

product of other fisheries.

Characterised echo soundings of horse mackerel in daylight (above) and at night (below).

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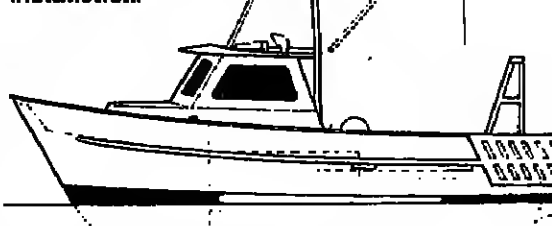
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